Daily Diary Report by Bid Item

Contract No.: **04-0120F4**

Diary #: **301** **Const Calendar Day:** 980 **Date:** **15-May-2012** **Tuesday**
Inspector Name: **Wright, Doug** **Title:** **Transportation Engineer**
Inspection Type: Continuous
Shift Hours: 00:00 AM 08:30 AM **Break:** 00:30 **Over Time:** 00:00
Federal ID:
Location:
Reviewer: **Schmitt, Alex** **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** **12 PM** **4PM**
Precipitation **Condition**

Working Day ☑ If no, explain:

Diary: Dispute ☐

Cable Band Activities

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Shift hours:
- I worked an early morning shift today since Monday night / Tuesday morning was the last night shift this week, & I will switch back to day shift on Wednesday. I worked from midnight until 08:30.

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- From midnight until 02:30, I was on the bridge performing Cable Band (CB) layout survey checks on the South main-span. See yesterday's diary for details during this time.
- From 02:45 until 03:30, I was in the pier 7 office, & reviewed the data of the CB location checks on the South main-span that was collected during the night shift. I checked CB rotation arc lengths, 1.5m reference lines, & the rotation lines from PPs 44S through 106S. All of the checks were OK. The maximum difference between measured rotation arc length & theoretical arc length was 2mm. These measurements are listed below. The maximum measured difference to any 1.5m reference line was 3mm.
- From 03:30 until 04:00, I filled out the inspection checklist for the CB layout checks done during the night shift.
- From 04:00 until 07:45, I reviewed several submittals regarding upcoming work on the Cable. These included: Submittal 2647R01 (Suspender Socket Shim Details), Submittal 2594R01 (Load Transfer Jacking Brackets), & Submittal 2636R00 (Split Collar Erection Plan).
- From 07:45 until 08:30, I wrote my diaries for yesterday & today.

Below is a list of the arc length measurements that I took today from top-center of Cable marks to the CB rotation marks on the South main-span laid out by ABF surveyors:

PP # - Uphill measurement - Downhill measurement - Theoretical arc length

44S - 143mm - 142mm - 142mm
46S - 151mm - 149mm - 149mm
48S - 148mm - 149mm - 148mm
50S - 141mm - 140mm - 140mm
52S - 128mm - 127mm - 127mm
54S - 112mm - 114mm - 113mm
56S - 102mm - 102mm - 101mm
58S - 90mm - 91mm - 90mm
60S - 81mm - 81mm - 81mm
62S - 74mm - 72mm - 73mm
64S - 68mm - 67mm - 67mm

66S - 63mm - 63mm - 62mm
68S - 58mm - 58mm - 57mm
70S - 54mm - 54mm - 54mm
72S - 53mm - 52mm - 52mm
74S - 47mm - 49mm - 49mm
76S - 49mm - 49mm - 49mm
78S - 49mm - 50mm - 49mm
80S - 49mm - 50mm - 49mm
82S - 52mm - 51mm - 51mm
84S - 55mm - 55mm - 54mm
86S - 60mm - 60mm - 60mm
88S - 66mm - 65mm - 65mm
90S - 71mm - 72mm - 73mm
92S - 84mm - 84mm - 83mm
94S - 97mm - 96mm - 96mm
96S - 113mm - 113mm - 112mm
98S - 132mm - 131mm - 131mm
100S - 153mm - 152mm - 152 mm
102S - 174mm - 173mm - 174mm
104S - 178mm - 178mm - 177mm
106S - 186mm - 189mm - 188mm
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